In respect of khandsari dealers, the stock holding limits were reduced from 500 to 250 qtls in the country.

4 State Governments were advised to undertake intensive de-hoarding operations, and ensure the enrorecement of various regulatory controls applicable to dealers of sugar, khandsari and gur.

5 Governments of Uttar Pradesh, Bihar and West Bengal Were asked to check smuggling, if any, of sugar, gur and khandsari to Nepal and Bangladesh.

6 Restrictions were imposed on sale of sugar by one wholesaler to another wholesaler within the same city or urban area in the State of Punjab, Haryana, Uttar Pradesh, Bihar, Andhra Pradesh, Tamil Nadu, Karnataka, Gujrat, Maharashtra and Union Territory of Delhi.

7 State Governments were advised to ensure that sugar factories located in their State comply with the sale and despatch provisions and ensure sale of entire quantity within the validity period.

8 All the sugar lactories were advised to enter details of sale of sugar in the name oft the first buyer to avoid any paper transactions.

9. Union Food Secretary addressed Food & Civil Supplies Secretaries of all the States/Union Territories *on* 7-9-89 requesting them to make suitable arrangeme-ments tor expcnditious lifting of levy sugar against the quotas for the months of September and October, 1989 and its timely supply through PDS in the respective States Effective monitoring of the arrival and distribution of levy sugar through State Civil Supplies authorities and intensive checking of the Fair Price Shops to prevent diversion of levy sugar to the free sale market was also emphasised A deterrent action against deiaulting Fair Price Shop owners had also been advised.

10. VOLUNTARY PRICE CONTROL SCHEME .—Under the scheme mills agreed tor supplying tree sale sugar at ex-iactory price of Rs 775/- per quintal excluding Excise -duty of Rs 54-00 and Cess of Rs 14- 00 per quintal. The scheme was operative ior the period from 23-9-1989 to 30-11-1989.

11 HIGHER RELEASES : 5 lakh tonnes more free sale sugar had been released in 1988-89 (61 • 15 lakh tonnes) as compared to 1987-88 For October, 1989 highest ever release of 10- 32 lakh tonnes was made:

3 • 32—normal monthly levy quota 1-00—Special festival quota 6-00—Free sale quota

10-32

**National Wage Price Policy**

1819. SHRI S. MADHAVAN: Will the Minister of LABOUR be pleasrd to state whether Govern ment propoe to frame a Natonal Wage Price Policy so that the dis parity in wuges for the same work is rurm>ved and the price differences eliminated?

THE MINISTER OF LABOUR AND WELFARE (SHRI RAM VILAS PASWAN): There is no prop -sal at present for framing a National Wage Price Pulicy.

**Shortage of Fire Fighting Staff with CPWD**

1820. DR. RATNAKAR PANDEY: Will the Minister of URBAN DEVELOPMENT be pkastd to state:

(a) whether Government are aware that there is shortage of fixe fighting staff, and fire fighting jeep drivers in the fire unit of CPWDi

(b) if so, the sanctioned strength and actual strength of fire fighting personnel including jeep drivers in the fire fighting wing of CPWD as on the 1st January, 1986 and 1st January, 1989 and 1st January, 1990

(c) the fire fighting personnel recommended by Fire Experts;

(d) the reasons for not recruit-ing/non-regularisation of fire fighting staff; and

(e) the emergent steps being taken to recruit fire fighting personnel and drivers as recommended by the fire Experts long back.

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURA-SOLI MARAN): (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

**Enquiry Committees on Railway accidents**

1821. SHRI S. S. AHLUWA-LIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the conduct of safety aspects in the Indian Railways is determined by the recommendations made by a Committer way back in 1961;

(b) whether it is also a fact that subsequent thereto a number of Committees, set up following major railway accidents,, have also made several recommendations on the safety aspects;

(c) if so, the number of Committees so set up since 1961 onwards and recommendations of how many among them have been accepted implemented so far;

(d) whether the advanced 'and modernised operations of Railways have not rendered the original le-commendations of 1961 obsolete; and

(e) if so, what steps are being taken to update the same?

THE MINISTER OF RAILWAYS (SHRI GEORGE FER-NANDES): (a) *to* (c) No such Committee was appointed in 1.961 However, a Committee was set up in 1962 *viz.* Railway Accidents Committee—1962 (Kunzru Committee) to study the entire gamut of safety on Indian Railways.

Thereafter, two more high powered accident enquiry Committees *viz.* Railway Accidents Inquiry Committee—1968 (Wan-choo Committees) and Railway Accidents Enquiry Committee— 1978 (Sikri Committee) were set up to study the various aspects of railway safety and suggest reme-dial measures.

. AH the Committees mentioned above made recommendations relating to various aspects of safety-The accepted recommendations of Committees have been impl< men-ted to the extent fessible except for 4 of the last Committee i.e. Railway Accidents Enquiry Committee—1978 (Sikri Committee), which are mainly pending due to the tirae-lag involved for upgrading technology and developing new technical devices.

(d) and (e) Some of the original recommendations of the old Committee of 1962 have become outdated due to developments in technology.

The.Railways are aware of the critical need to conslantly upgrade the system to keep pace with the evolving technology. Induction of new technical devices forms a major plank in the strategy to improve safety on Indian Railways.